

(continued)

3. Costs to the State Treasurer to revise the forms and reports submitted by the county treasurers are unknown.
4. The Department of Transportation is responsible for collection and distribution of monies to the State Highway Special Revenue account and the appropriate County Road Funds.

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5. Approximately 250 special mobile equipment demonstration permits would be issued annually. It is estimated \$6,250 would be generated annually for the State Highway Special Revenue account and \$6,250 for the County Road Fund.
6. Because the effective date is “upon passage and approval” programming costs would have to be absorbed out of FY 2001 budget. Programming needed to develop a new permit type is estimated at \$3,200 during FY 2001.

FISCAL IMPACT:

	<u>FY2002</u> <u>Difference</u>	<u>FY2003</u> <u>Difference</u>
<u>Expenditures:</u>		
Operating Expenses	\$250	\$250
<u>Funding:</u>		
General Fund (01)	\$250	\$250
<u>Revenues:</u>		
State Special Revenue (02)	\$6,250	\$6,250
<u>Net Impact to Fund Balance (Revenue minus Expenditure):</u>		
General Fund (01)	(\$250)	(\$250)
State Special Revenue (02)	\$6,250	\$6,250

TECHNICAL NOTES:

1. Since this bill is effective on passage and approval, the costs of programming the motor vehicle system would be incurred in FY 2001. Some time would be needed to develop and disseminate procedures, complete programming, and to print and distribute the applications and permits.
2. Section 1-2-201(1)(c), MCA, requires every statute providing for the taxation of or the imposition of a fee on motor vehicles take effect on the first day of January following passage and approval. Therefore, if the effective date of this bill is changed to January 1, 2002, the programming could occur after July 2001 and the costs for the programming would be incurred in FY 2002 affecting the general fund expenditure projections.